

In the Description:

In the 4<sup>th</sup> paragraph of page 5, please add a comma in the second sentence:

It is an object of the present invention to control the diesel engine RPM by monitoring that same RPM, calculating the hydraulic pump stroke volume at a periodic re-calculation rate, and controlling the pump either electrically or through electro-hydraulic means to provide the calculated volume. Since a variation in the pump stroke volume is proportional to the change in engine power output, one is able to effectively control the operation of the engine in a closed-loop manner. More efficient operation is realized through this control method, whereby the operator can more easily manipulate a turn of logs. The resultant skyline carriage system provides a safe and reliable means of control that has the simultaneous ability pull slack, (to drop the skidline cable end toward the ground,) as the carriage descends on the skyline, and to also allow simultaneous lowering of a payload as the carriage comes into the landing. This ability of the carriage to raise and lower the payload during movement along a skyline allows for the load to be picked-up and dropped-off more quickly, thereby decreasing in the cycle-time of logging operations and improving productivity.

In the 4<sup>th</sup> paragraph of page 6, in the Brief Description of the Drawings, please replace “1” with “3”:

Figure 4 is a schematic diagram showing the other side of the drum carriage depicted in Figure [[1]] 3 with the other side access cover removed.

In the first full paragraph of the Detailed Description of the Invention, on page 7, please remove a redundant “a” from the last sentence of the paragraph:

The present invention is typically contained within a skyline carriage that incorporates a self-contained internal combustion power plant which hydraulically drives either a skidline sheave, as found in a slack pulling type of carriage, or a driven drum, as found in a drum type of carriage. In either type of carriage, the present invention performs the function of regulation of the rotational speed (RPM) of the carriage’s internal combustion engine so as to maintain its operation within a specific range, or power band. In each type of carriage, electrical and hydraulic controls are operated by remotely controlled electronics, whereby the carriage operator communicates by way of radio telecommunication. The present invention is useful for more precisely controlling carriage operation, improving safety and reducing cycle-times in logging operations. It is an object of the present invention to provide a means of raising a turn of logs or other payload from a first [[a]] source location and transporting that load above the ground, suspended beneath a taut skyline, to a destination location.

In the paragraph bridging pages 8 and 9, please add the subject matter of original Claims 7 and 11:

A typical pump as required for the present invention at full stroke delivers 28 cc per revolution. Pump 1 is directly connected by flexible hydraulic hoses 35, 36 to hydraulic motor 2. Also visible in Figure 1 is the mounting location of radio receiver 3, hydraulic fluid tank 18, skyline pulleys 8, and skyline clamp 10. Within the hydraulic tank 18 is a pick-up tube 4, which supplies hydraulic fluid to the hydraulic drive and control system of the carriage. Pick-up tube 4 swivels so that when carriage 11 is operating at extreme angles hydraulic fluid pick-up is facilitated.